



The Fly-By

A Quarterly Newsletter of the
Southwest Region
January, 2012



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The Fly-By is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

Text may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

Images must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

Credits: In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article.

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Send submissions to the Editor at:

awoodgate@austin.rr.com

Message size limit: 20 MB

News Highlights From Around the Region

In the fourth quarter of 2011, SWR continued to advise and support its member wings in the accomplishment of their mission. The region commander transferred command of Arizona Wing from Col. John Eggen (who had completed his tenure) to Col. Brian Ready (the former Arizona Wing vice commander). Oklahoma Wing did very well on its USAF Compliance Inspection. Several new squadrons were created throughout the region, and many squadrons participated in the Wreaths Across America observance.

To avoid errors or omissions, I've asked each wing PAO to send in a summary of notable events. They are posted below in the order in which they were received, with my thanks.

Arkansas Wing members attended the Fort Smith Regional Air Show hosted by the Air National Guard's 188th Fighter Wing and Fort Smith Regional Airport, the home of the 83rd Composite Squadron. On 10 December, five squadrons participated in Wreaths Across America, with ceremonies at the national cemeteries in Little Rock, Fort Smith, and Fayetteville, as well as the Baxter County Veterans Memorial in Mountain Home, the Oaklawn Cemetery in Jonesboro and the Birdeye State Veterans' Cemetery in Birdeye.

Arizona Wing assisted local agencies with several ELT and missing person searches. Show Low area members enjoyed a presentation by the Little Colorado River Valley Astronomy Club. Lake Havasu members conducted a Desert FTX with search procedures and desert survival training. The Sedona unit launched a near-space balloon, an event planned over a year. Wing members also participated in the Copper State and Scottsdale air shows.

Oklahoma Wing created a new squadron in Shawnee and a new flight in Tulsa. Also, it passed its USAF Compliance Inspection in December, with four areas receiving a Highly Successful rating. Concurrent with its activation by wing commander Col Joe Cavett, Shawnee squadron members celebrated CAP's 70th anniversary. An intensive membership drive led to the creation of a new unit, scheduled for January.

Texas Wing conducted SLS/CLC/UCC training and a mission observer ground school, G-1000 ground training, statewide flight clinics, a wing check pilot school and hosted both a LESA South Ground Team school and Winter Cadet

Encampment. Numerous squadrons reported participation in Wreaths Across America. Group II won the Texas Wing Commander's Challenge for publicizing CAP's 70th Anniversary.

New Mexico Wing members enjoyed a great Wing Conference in November, with a host of excellent presentations, workshops, and a closing banquet in which numerous members were honored for their dedicated efforts in 2011. The week between Christmas and New Year's saw the now-traditional Winter Encampment, a popular and successful event. During the quarter, the Wing responded to two REDCAPs, the first a downed aircraft in Eastern New Mexico, and the second an elderly couple who became lost and stranded enroute from Arizona to Albuquerque in bitter winter weather.

Louisiana Wing continued its Model Rocketry Program at the Bonnet Carré Spillway in October, with two cadets earning their Model Rocketry Badge. In November, the wing ran a training academy at the South Louisiana Community College in Lafayette, a yearly event that averages 250 participants. In December, Wing members participated in the Wreaths Across America Program to honor our fallen service members. Cadets and senior members from five squadrons in Southeast La. toured NASA's Michoud Facility in the Second Annual CAP Cadet Michoud Tour.

To everyone, our congratulations. 🇺🇸

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Safety is Priority One

Please read the latest issue of The Safety Beacon for timely, seasonal advice at http://members.gocivilairpatrol.com/safety/safety_newsletters.cfm

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: <http://www.capmembers.com/safety/orm.cfm>

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at http://www.capmembers.com/safety/safety_training/orm_training.cfm
- **Safety is our Number One Priority.**

How to Submit News Items for this Newsletter

▪ **Which Articles Are Best?**

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

▪ **Do I Submit Photos?**

Whenever possible, include images with your article. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

▪ **If You Have Article Ideas or Suggestions**

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to make a comment about the material published here, please feel free to contact the editor: awoodgate@austin.rr.com 🇺🇸



Top: Frontal view of a U.S. Air Force F-15 Eagle fighter plane at the Randolph Air Force Base Annual Air Show. (Photos, Cadet Capt. Jackson A. Kuplack)

Texas Cadets Help Run F-4 Flight Simulator at Randolph AFB Air Show

by Cadet Capt. Jackson A. Kuplack, CAP, Texas Wing

UNIVERSAL CITY, Texas – On the morning of Oct. 29, 2011, members of the Randolph Composite squadron met in order to start their training on how to operate and run a realistic F-4 Simulator at the Randolph Air Show.

The air show, one of Texas' largest and most successful, takes place annually. Each year it rotates between Lackland AFB and Randolph AFB, the largest two in San Antonio. This year the show was an unqualified success.

Thousands of spectators attended to see first-hand the intricate aerial maneuvers of the U.S. Navy Blue Angels, as well as for the chance of seeing the A-10 Thunderbolt II, MiG-17, F-15 Eagle, and F-16 Falcon fighter planes in flight.

Included in the air show were Vietnam-era re-enactments and flights of the F-4 Phantom II fighter, A-4 Skyhawk Navy fighter, O-2 Skymaster reconnaissance, AC-47 Spooky transport, UH-1 "Huey" Iroquois helicopter, and A-26 Invader light attack bomber.

There were many static displays as well, including the B-25 Liberator bomber, B-1 Lancer strategic bomber, P-51 Mustang fighter, A-10 Thunderolt II close-support and ground attack, C-17 Globemaster cargo plane (*view from the tail at right*), and B-29 Superfortress strategic bomber.

Every military branch was present to recruit future service members, and many of them brought flight simulators. However, the most realistic and enjoyable was operated by a U.S. Air Force - Civil Air Patrol team.

Members of the Randolph Composite Squadron helped run an F-4 Flight Simulator in which civilians were given complete control of the Vietnam-era aircraft – in simulated flight. Each flight included a take off from Nellis Air Force Base, Nev., a ten-mile journey to Las Vegas, a touch-and-go at a runway near the city, and a return trip to land at the starting point.



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Left: Cadet Capt. Jackson Kuplack works the simulator's operation center.

Below: A satisfied customer thanks the CAP cadets for an enjoyable flight.



Below: Cadet Chief Master Sgt. Ian Kuplack after his test flight.



Right: (L-R) Cadet Airman Jessica Carter, Cadet Sr. Master Sgt. Sarah Rabel, Cadet Airman 1st Class Michael Dondoyano, Cadet Sr. Airman Christian Alcoser and Cadet Tech. Sgt. Osvaldo Alaniz





Left: Cadet Airman Matthew Kinyicky explains the controls to a customer.

Below: The SIM Boss at work.

Handling the simulator controls is meant to be a slight challenge, but Steve Cannady, the Air Force civilian Simulator Boss (SIM Boss), used a headset to talk civilians

through each flight. He provided each “pilot” with many useful tips, as well as extensive guidance to help them achieve a successful and enjoyable experience.

The cadets were responsible for helping visitors in and out of the simulator, and explaining the controls to them. Their role was pivotal, as they had to make clear exactly how to use the joystick, when to raise and lower the flaps, how to operate the landing gear, how to operate the rudder pedals, and how to use the throttle. Additionally, a couple of cadets were given the opportunity to operate the main control center for a number of flights, having the same responsibilities – and performing the same tasks – as the SIM Boss.

With more than 20 CAP squadron members participating over a two-day period, it was a great experience for the Randolph Composite Squadron cadets and a good opportunity to bring Civil Air Patrol to the public’s attention.

New and experienced members alike were in agreement that they had greatly enjoyed the day, and were happy to have had the opportunity to offer a valuable service to the community. 🇺🇸

NOTE: This may be the first time that the USAF has allowed CAP cadets to do this. *Editor.*





Top: CAP 2nd Lt David Nafissian (2nd from R) explains the construction of the space balloon payload to (L-R) Cadet Staff Sgt. Shana Newton, Cadet 2nd Lt. Bethany Cathcart, Cadet Parent DuCharme, new Cadet Recruit Victoria Ducharme, and Cadet Airman Basic Rylee Niewyk. (Photos: Capt. Thelma Camus, CAP)

Arizona's Sedona Squadron Launches Sub-Space Balloon

by Maj. Luis Camus, CAP, Arizona Wing

SEDONA, Ariz. – At sunrise on Nov. 12, 2011, after having planned and worked on the project for nearly a year, members of the Verde Valley Composite Squadron 205 in Sedona launched their near-space balloon. The payload consisted of a video camera and a personal GPS device. The camera was used to record video and audio from liftoff to balloon burst in subspace to landing. The personal GPS device was used to track the payload trajectory.

The squadron members' resolve to see the project through was tested when the payload failed to transmit latitude and longitude signals a few minutes after liftoff. This was demoralizing, as the planners had not planned for an alternate method to precisely track the balloon's trajectory, but squadron members did not give up.



Above: The balloon rises in flight. *(Article continues below)*



Top: The subspace balloon is almost ready for lift-off as (L-R) Cadet Staff Sgt. Shana Newton, 2nd Lt. David Nafissian, Cadet Airman 1st Class Tyler Melton, Cadet 2nd Lt. Bethany Cathcart, and CAP Lt. Col. Jack Zier look on.
Below Right: The payload package (it made it back without damaging the equipment).

The aerospace education officer and Project Manager, CAP 2nd Lt David Nafissian and Project Engineer, CAP 1st Lt William Tripp used a university computer model to predict the balloon's trajectory and landing site. A search team was sent out, but they came back empty-handed. As it would turn out, they had missed the landing site by about twenty three miles. At 2:45 p.m., after almost seven hours of problem solving, squadron members shut down the tracking station, still without GPS data.

At about 10 p.m. that evening, Lt. Nafissian decided to check the balloon's tracking system again, finding that the system had started receiving signals again at 3:15 p.m., eight hours after launch. "I was delighted to find out





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that our system had worked after all,” said Lt. Nafissian. “We had double-checked everything before launch, and having the GPS fail was not a morale builder.”

Left: Subspace Balloon Project Manager and Aerospace Education Officer CAP 2nd Lt. David Nafissian looks at the payload, found 72 hours later and 120 miles NE from the launch site.

In the recap, squadron members found out that the GPS satellite system itself had gone off-line just minutes after the balloon was launched, and it hadn't been there for the tracking system to work.

On the following morning, squadron members conducted another search, but again came back empty-handed. There were many lessons learned with this launch. As it turned out, because of their excitement and lack of sleep, the search team had made a mistake in translating the latitude/longitude coordinates from one format to another. This time, they had been off by half a mile. Spirits, however, were flagging.

On the following morning, Nov. 14, a third search team

went out looking for the squadron's balloon and found the payload intact about 130 miles from the launch site. The mission had been completed.

The video camera recorded two hours and twenty minutes of audio and video. By comparing images to Google Earth – that have altitude data – the team estimates that the balloon reached about 88,000 feet into subspace. It was further established that, using known weather data, it withstood winds of at least 100 miles per hour.

The squadron obtained great launch and descent video but, best of all, subspace footage. “The images are beautiful and awe-inspiring,” said Lt. Tripp. “We were hoping for this, but had no way of knowing if we'd be successful.”

The squadron plans to use these data for the CAP's Aerospace Education Program, not only for its senior and cadet members, but also for all area middle-school and high-school students. To view footage of the launch and subspace flight, please visit the squadron's website at <http://www.verdevalleycap.us> and go to the Aerospace Education page. 🇺🇸

State of New Mexico Recognizes Civil Air Patrol, Dec. 1, 2011

Submitted by Capt. Dave Finley, CAP, New Mexico Wing



STATE OF NEW MEXICO EXECUTIVE OFFICE SANTA FE, NEW MEXICO

Proclamation

WHEREAS, "SUBCHASERS" PLAYED AN INTEGRAL ROLE IN THE DEFENSE OF OUR NATION, SPOTTING 143 GERMAN SUBMARINES, ATTACKING 57 AND WERE CREDITED WITH SINKING TWO; AND

WHEREAS, THE CIVIL AIR PATROL'S NATIONWIDE WARTIME EFFORT, INCLUDING BORDER PATROL OPERATIONS, SEARCH AND RESCUE, DISASTER RELIEF, FOREST FIRE PATROL, EMERGENCY TRANSPORTATION OF PERSONNEL AND CRITICAL CARGO AND TOWING PRACTICE TARGETS FOR THE U.S. MILITARY, RESULTED IN THE DEATH OF 64 MEMBERS AND 150 AIRCRAFT BY WAR'S END; AND

WHEREAS, SINCE THAT AUSPICIOUS BEGINNING, A MODERN-DAY CIVIL AIR PATROL HAS EMERGED TO BECOME ONE OF THE NATION'S PREMIER HUMANITARIAN SERVICE ORGANIZATIONS, SAVING LIVES, FINDING THOSE WHO ARE LOST, HELPING FELLOW CITIZENS IN TIMES OF DISASTER, WORKING TO KEEP AMERICA SAFE, PREPARING FUTURE LEADERS, OFFERING AEROSPACE EDUCATION TO INSPIRE OUR NATION'S YOUTH AND HONORING OUR MILITARY; AND

WHEREAS, CIVIL AIR PATROL NOW PARTICIPATES IN UP TO 90 PERCENT OF THE AIR FORCE'S INLAND SEARCH AND RESCUE MISSIONS, AND OFTEN PROVIDES AERIAL PHOTOGRAPHY AND DAMAGE ASSESSMENT TO HELP LOCAL, STATE, AND NATIONAL EMERGENCY OFFICIALS PINPOINT CRITICAL INFRASTRUCTURE NEEDS IN REAL TIME AS WELL AS GROUND TEAM SUPPORT FOR VICTIMS; AND

WHEREAS, THE CIVIL AIR PATROL'S CADET PROGRAM CURRENTLY INCLUDES MORE THAN 26,500 YOUNG MEN AND WOMEN WHO BENEFIT FROM A CURRICULUM THAT TRAINS THEM TO BE LEADERS; OFFERS THEM OPPORTUNITIES FOR FLIGHT, INCLUDING PILOT TRAINING; AND TEACHES EMERGENCY SERVICES TECHNIQUES, INCLUDING LIFESAVING; AND

WHEREAS, THE NEW MEXICO WING OF THE CIVIL AIR PATROL, WITH A HISTORY OF PROUD SERVICE ALSO DATING BACK TO 1941, NOW INCLUDES NEARLY 900 MEMBERS IN UNITS THROUGHOUT NEW MEXICO WHO SERVE OUR STATE AND LOCAL COMMUNITIES WITH VALUABLE VOLUNTEER SERVICES; AND

WHEREAS, THE CIVIL AIR PATROL AND ITS NEW MEXICO WING ARE CELEBRATING 70 YEARS OF PERFORMING THESE "MISSIONS FOR AMERICA";

NOW, THEREFORE I, SUSANA MARTINEZ, GOVERNOR OF THE STATE OF NEW MEXICO, DO HEREBY PROCLAIM THE 1ST DAY OF DECEMBER 2011 AS

"CIVIL AIR PATROL DAY"

THROUGHOUT THE STATE OF NEW MEXICO.

SIGNED AT THE EXECUTIVE OFFICE
THIS 29TH DAY OF NOVEMBER 2011.

WITNESS MY HAND AND THE GREAT
SEAL OF THE STATE OF NEW MEXICO.


SUSANA MARTINEZ
GOVERNOR

ATTEST:


DIANNA J. DURAN
SECRETARY OF STATE




State of Texas Recognizes Civil Air Patrol, Dec. 1, 2011

Submitted by Lt. Col. Bob Beeley, CAP, Texas Wing



THE STATE OF TEXAS

GOVERNOR

 *To all to whom these presents shall come,
Greetings: Know ye that this official recognition is
presented to the:*

U.S. Civil Air Patrol

on the occasion of its

70th Anniversary

Tomball, Texas

December 1, 2011

*Under the laws of the State of Texas, with all rights,
privileges and emoluments appertaining to said office,
I grant this official recognition. In testimony whereof,
I have signed my name and caused the Seal of the State
to be affixed at the City of Austin, this the 21st day of
November A.D., 2011.*




Rick Perry
Governor of Texas



Top: NASA Tour Host Samuel Senter stands on an elevated platform as he describes the functions of MAF referring to the scale model that is installed in its own room.

Bottom: Senter describes the Shuttle External Fuel Tank production process, standing in front of some of the equipment. CAP visitors sit on a 50-person golf cart train that is used to get around the main building that has over 843 acres under one roof. (All photos: 1st Lt. John C. Wigginton III, CAP)

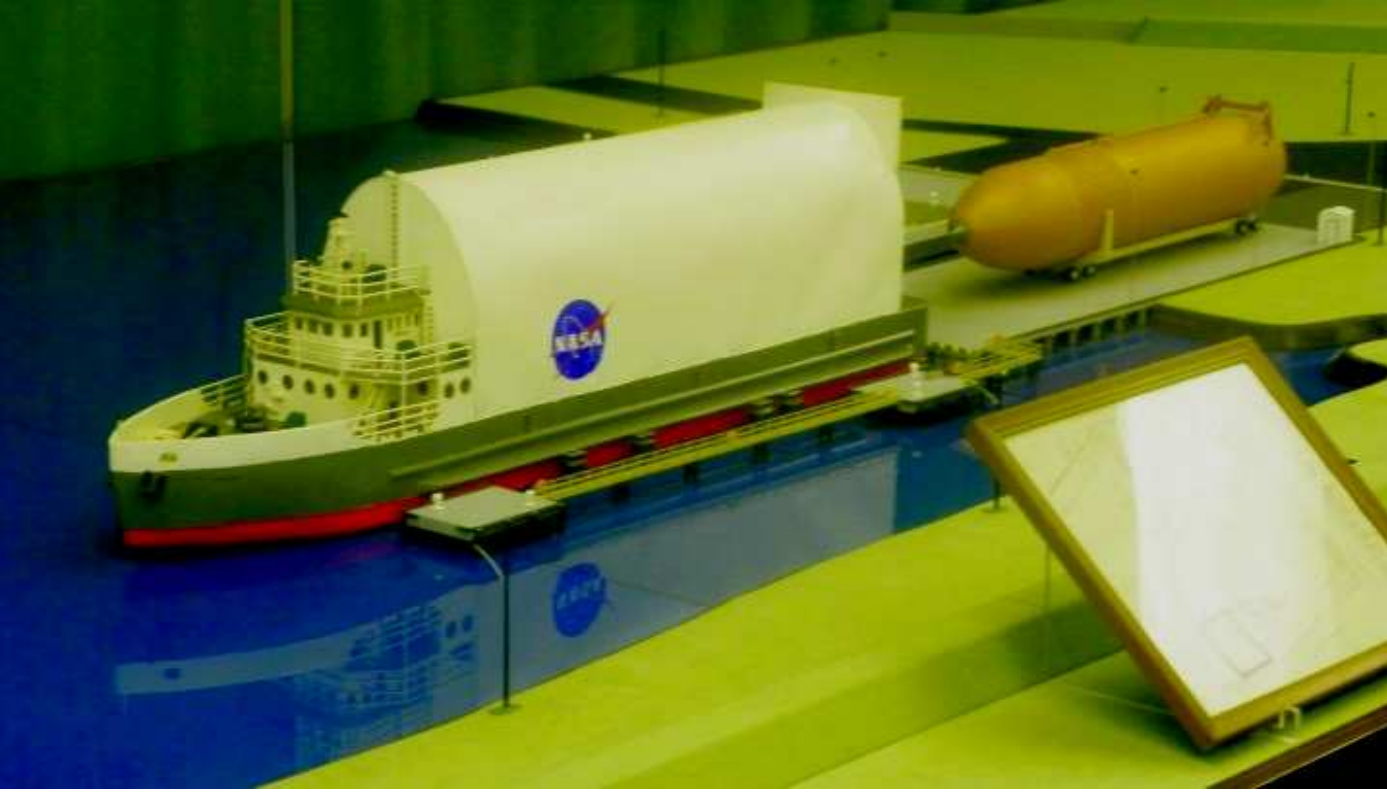
Louisiana Wing Squadron Visits NASA Assembly Facility

by 1st Lt. John C. Wigginton III, CAP, Louisiana Wing

NEW ORLEANS – On Nov 21, 2011, 32 members of the Pontchartrain Composite Squadron, Louisiana Wing, were guests of NASA at their Michoud Assembly Facility (MAF).

NASA Host and Tour Guide Samuel Senter began the visit while the group rode on a charter bus, giving Civil Air Patrol members a narrated tour of the complex. Traveling around the entire facility, Senter identified all major buildings and described their tenants, as well as what they do at Michoud.





Top: A scale model of the Shuttle Fuel Tank Transfer Barge loading facility at MAF.

Below: NASA's Stephen Turner explains the role that Michoud has played in NASA's operations over the years, such as the Apollo and Space Shuttle Missions.

NASA leases currently unneeded buildings to many agencies and companies such as the U.S. Coast Guard, U.S. Department of Agriculture, Paramount Motion Pictures, a building in which is stored the British Petroleum Deep Water Horizon Blow-Out Preventer that failed (and caused the massive Gulf Oil Spill), and many others.

The 843-acre (1.32 sq. mi.) Michoud facility contains one of the largest production buildings in the nation, a vertical assembly facility for stacking external tank components, pneumostatic and systems test buildings, a deep-water port for shipment, manufacturing support buildings, and administrative offices. The NASA Constellation programs Ares I and Orion are currently at the facility. In addition, the University of New Orleans – operating the National Center for Advanced Manufacturing – conducts classes there.



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After the outdoor tour, the group entered the massive Assembly Building and – using a golf-cart train fitted with built-in microphone and cart speakers – Senter described how the buildings are used and along the way answered questions from the visitors.

The tour's main attraction was the Facility Model Room, a secure area that is the product of many years' work done by master model builder Bernie White. At this point, Stephen Turner, Director of Safety Training, joined the group.

Turner and Senter provided a history of the facility and its potential, past, present and future, using the complex's scale model as a tool. Turner mentioned the items produced at Michoud and went into some detail concerning the supporting teams of engineers and specialized technical personnel involved in designing and producing such products.

Turner stressed the advantage of the CAP Cadet program and doing well in school as a solid foundation on which the cadets could build a bright and promising future for themselves.

The last portion of the tour – going from the Model Room to the main lobby/exit area – led the cadets down a long hallway that has hanging on the walls each Space Shuttle Mission Patch painted on a large plaque. Each of these has the crew member names, mission number, and its own unique logo design

Participants thanked their NASA hosts for a very informative and entertaining visit. 🇺🇸

Below: A Saturn Five rests on its transport vehicle.





Photos: Cadet Elizabeth Speer, CAP

Arkansas Wing's 95th Squadron's Drug Demand Reduction Class

by 1st Lt. Carol Collins, CAP, Arkansas Wing

TEXARKANA, Ark. – The New Year at Arkansas Wing's 95th Squadron started with a Drug Demand Reduction (DDR) program. Guest for the evening was Chief of Police Michael Landers of Liberty-Eylay, Texarkana, Texas who shared his expertise on drugs with all squadron members, speaking specifically to the cadets. Having taught the Drug Abuse Resistance Education (DARE) program for many years, reaching out to school children and young persons as well as their parents, he presented some sobering facts to squadron cadets.



The most common drugs abused by young people are methamphetamines ("Meth"), closely followed by alcohol, marijuana and cocaine ("coke"). Drugs are defined as substances that can interfere with cognitive processes and alter mood, as well as act on both the body and the mind. Most drugs induce feelings that the abuser finds pleasurable, such as excitement, inner glow, forgetfulness, hallucination, feelings of power, and the like.

Addiction is a costly craving that the addict must satisfy. At first it is a psychological desire to reproduce the feelings that were found enjoyable earlier. However, after taking the substance for some time, the craving becomes physical, as the body has adjusted to the drug and requires increasing amounts in order to produce the desired feeling. When completely addicted, not having the drug when the body wants it becomes



a painful and distressing experience. In time, a confirmed drug addict will resort to almost anything in order to gain access to the next dose (the “fix”).

In the case of hard drugs, since they are illegal and therefore unregulated, there is always the chance that the dose will be either too high or contaminated by harmful chemicals. In the first case, this could lead to an overdose; in the second, outright poisoning. Both cases might lead to death.

It has been said that an addict’s life is short and unhappy. The brief periods of pleasure that the drugs provide are bought at the cost of nearly perennial craving for the drug, resulting in almost overwhelming distress and pain. At first it will be a psychological dependence, but soon it will become physical.

As the person becomes addicted, the body starts to change in appearance because the addict slowly destroys his own body. The constant need to get a “fix” leads to a frantic search for money, and this can start a life of crime. Addicts will steal and even kill to support the drug habit, as they must have the drug at any cost.

At varying times (it is said that in the case of crack cocaine it only takes one dose), the addict will subordinate everything to the need of getting the drugs he craves. Addicted students will stop studying, withdraw from social contact, and let themselves go in every way, abandoning personal hygiene altogether. Their personality changes and their friends drop them because they don’t like what they see.

If they cannot get or borrow the money they need for drugs, addicts will resort to robbery, home invasion, petty thievery, even assault and mugging in order to get the drugs. It is a slow descent into a world of crime.

When Chief Landers asked for a volunteer, Cadet Sr. Airman Skylar Harbin stepped forward. He was asked to “walk the line,” which he did very well. The next task seemed easy, but now he would have to walk the line wearing a pair of *fatal vision* glasses. As he fumbled onwards, he exhibited the symptoms of obstructed vision and, had it been there, he would have walked right into the squad car that was represented by a taped-off area on the floor.

Cadet Harbin also performed well on the “heel and toe” test – that is, when he wasn’t wearing the glasses. But that came to an end as soon as he put on the glasses once again.

Chief Landers showed many slides and videotapes of actual cases, showing how drugs and alcohol can adversely affect a person’s life.

The class was very well received by squadron members, who were quick to thank Chief of Police Michael Landers for having taken the time to visit the squadron. 🇺🇸





Top: The Sentimental Journey B-17 Flying Fortress flies over the Scottsdale Air Fair.

Below: Cadet 2nd Lt Casey Prokopow prepares his rocket for launching. (All photos: 2nd Lt. David Willard, CAP)

The Scottsdale Air Fair

by 2nd Lt. David Willard, CAP, Arizona Wing

SCOTTSDALE, Ariz. – On Nov. 5-6, 2011, after a 10-year break, the City of Scottsdale had its 15th annual Air Fair, welcoming more than 20,000 enthusiasts on what started out as a cold and windy day. Civil Air Patrol cadets and senior members began to set up their displays early on Saturday morning, although inclement weather on the previous day had cast doubts on whether

the event would take place at all. As the pilots started to roll out their vintage planes, the sun broke through promising a good day.

CAP Capt. Steve Ziomek from Paradise Valley Squadron 310 – the Air Fair coordinator – helped set up the CAP cadet rocket launch display and the CAP glider assembly. Arizona Wing Commander CAP Col. John Eggen, accompanied by future Wing Commander CAP Lt. Col. Brian Ready, attended the event where they met with local dignitaries, looked over the grounds and shook hands all around.





Top: Cadet Staff Sgt. William Wright and Cadet Airman 1st Class Kasey Cormier are part of crowd control at the Scottsdale Air Fair.

Below: CAP Capt. Steve Ziomek instructs cadets on glider assembly.

Soon the sun came out, the weather improved, and vintage cars and planes started to shine. As the aircrews prepared for their planned demonstrations, the three-man Skyhawks Parachute Team, from Phoenix, descended from above with the American flag unfurled and trailing behind them. As they floated downwards, *The Star Spangled Banner* and then *America the Beautiful* played from the loudspeakers. Depending on their body position, they can achieve a quick descent speed of 120 to 180 mph.

Walking past the exhibits and seeing the planes in the air, visitors wondered what stories the planes could tell, such as the DC-3 "Warbird" that carried young American paratroopers into Europe during WWII or the B-25 "Mitchell" bomber that stood for those that flew the first US air-raid over Tokyo in 1942. Then, the roar from four engines and their rotating propellers that could only belong to a WWII B-17 "Flying Fortress" heavy bomber – in this case, the *Sentimental Journey* – flew overhead.



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Although powerfully armed, B-17 aircrews needed some additional protection as they made their bombing runs, and the P-51 "Mustang" – some of them flown by Tuskegee Airmen – provided it. A group of these first African-American pilots, part of America's history, were present in uniform to show their pride as well as promote "Double Victory" a new movie about the Tuskegee Airmen that stars Cuba Gooding Jr. Notable were four Russian-made WWII "Yaks" lined up in a row. Each plane represented a different country, as they bore US Air Corps, Russian, and two Chinese national insignia on their side.

Many Arizona Wing squadrons participated in the Air Fair, answering visitors' questions about Civil Air Patrol, among them CAP 1st Lt. Roger Luth and Senior Member Cheryl Prince, from the Falcon Field Squadron 305 in Mesa. Luth is the squadron's emergency services officer and Prince is a new member who has a strong interest in working with cadets.

All the vintage aircraft on display together, however, cannot even begin to match the speed and firepower of the F/A-18F Super Hornet. The four on display had flown in from China Lake, Ca. USN Capt. Scott Fisher explained that one of the weapons in the planes' arsenal was a nose-mounted 20mm cannon gatling gun. "Each round (bullet) is approximately 10 inches long, and the weapon can be fired at a rate of 100 rounds per second," he said. The aircraft's maximum speed is 1400 mph, but typically will be flown at 600 mph for air show demonstrations. The \$83 million Super Hornet is America's premier naval fighter plane.

The Scottsdale Air Fair was a great success. The many thanks and hand shakes that Civil Air Patrol volunteers received from the general public were a good indication of the Arizona citizen's appreciation for the organization. 🇺🇸

Below: A pair of U.S. Navy F/A-18F Super Hornets, flying in close formation, were a highlight of the Air Fair.



New Mexico Wing Celebrates CAP's 70th Birthday

by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – Civil Air Patrol's New Mexico Wing celebrated the organization's 70th birthday at its 2011 Wing Conference, held Nov. 11-13 at the MCM Elegante Hotel in Albuquerque. Civil Air Patrol, the official civilian auxiliary of the United States Air Force, was founded on Dec. 1, 1941.

Spanning three days, the conference was an opportunity for units from all over the state of New Mexico to gather and learn about the latest developments in the wing, and to hear about the latest changes to their staff areas, as well as sit in on seminars that covered other areas of interest.

For those arriving the night of Nov. 11, the Cadet Advisory Council hosted its Cadet Ball. The conference began in earnest the morning of Nov. 12 with a briefing from Col. Russell E. Chazell, CAP's National Chief of Staff, who spoke on the state of the national organization. Southwest Region commander Col. Frank A. Buethe talked about the importance of professionalism in CAP's training.

"It behooves us to be professionals, to train to that standard," Buethe said.

Wing commander Col. Mark E. Smith then spoke about his vision for the wing over his next four years as commander, and his command philosophy that he summed up simply, "Excellence and integrity in all we do."

Following the morning general session, breakout seminars were held for various staff positions. A seminar on organizational excellence, led by Col. Smith, encouraged senior members to find a mentor and take their education and training in CAP to a higher level.

Cadets had their own seminar, which included a CAP version of the game show *Jeopardy!* – giving them a chance to test their knowledge of aerospace and leadership.

At the afternoon session, USAF Col. John Bode (Ret.) spoke about his flying experience during the Vietnam War. Although he is one of the most highly decorated pilots of the Vietnam era, Bode insisted that the honor was not all his. "Nobody gets a medal for themselves," Bode said. "They are simply representatives of all the other people who made it possible."

The conference's capstone was the banquet, held on the evening of Nov. 12. Col. Smith cut the cake commemorating CAP's 70th birthday, and presented awards to those cadets and senior members who had distinguished themselves during the previous year.

The celebration concluded on the morning of Nov. 13 with a non-denominational worship service, followed by an outbriefing delivered by Col. Smith. 🇺🇸





Top: ICAP Captain David Jones, a FAA Certified Flight Instructor, explains how weather works during a Private Pilot ground school class held at Shawnee's Gordon Cooper Technology Center.

Below: Cadet Chief Master Sgt. Jack McNally pays close attention to the instructor. (Photos: 2nd Lt. Barry Fogerty)

Oklahoma Wing Runs a Ground School

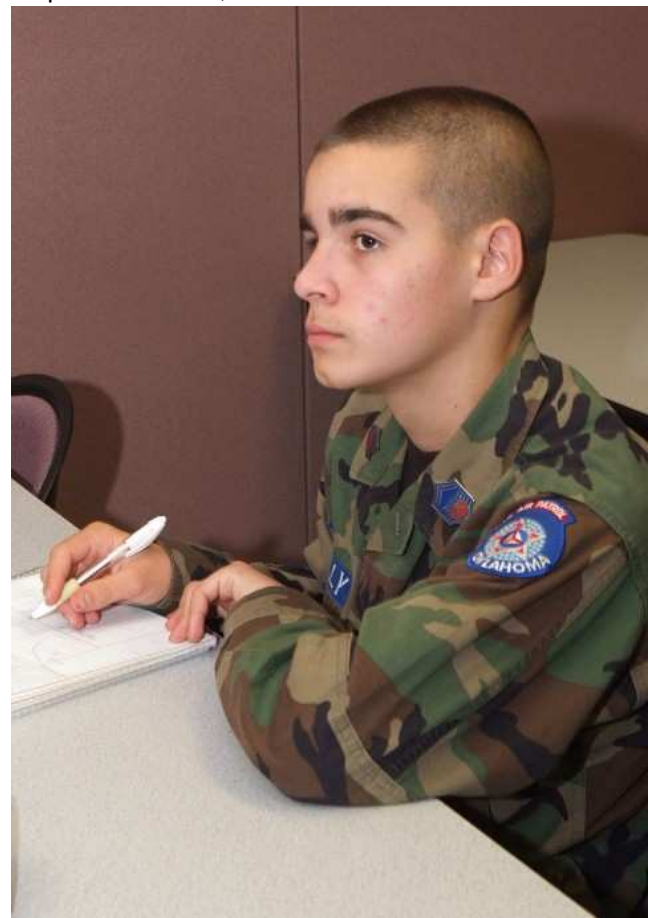
by 2nd Lt. Barry Fogerty, CAP, Oklahoma Wing

SHAWNEE, Okla. –Civil Air Patrol (CAP) members attended classroom instruction to gain the knowledge needed to pass the Private Pilot Federal Aviation Administration (FAA) written exam. In addition to having the prescribed hours of flight time, the FAA requires a written, oral and practical flight examination before a student pilot can become a private pilot. The ground school ran from Oct. 29, 2011 to Dec. 17th, 2011.

CAP Captains Bill Rowden and David Jones, both Certified Flight and Instrument Instructors, taught the classes. The courses were offered to CAP members in order to further their aerospace education, a required part of CAP's cadet program, both of which are two of the three Congressionally-mandated CAP missions. This knowledge will help CAP members understand what goes on during Search and Rescue missions, which are normally assigned by the U. S. Air Force.

The cost to students the Cadets consisted of furnishing their own academic materials, transportation and meals. Members who successfully complete the program and pass the practice test are signed off to take the FAA written portion of the examination for the pilot rating of Private Pilot.

The curriculum included information on Federal Aviation Regulations (FARs), aerodynamic theory, weather, navigation aircraft systems, radio communications, dead-reckoning navigation, avionics and many other topics. 🇺🇸





Top: Aircrew members Capt. Walter Glosenger, 2nd Lt. Phil Robertson and 2nd Lt. Jeff Wilson stand by the damaged aircraft. **Left:** 2nd Lt. Phil Robertson by the damaged hangar siding after being struck by the aircraft's propeller. (Photos: Capt. Scott James.)



ELT Signal Leads Arkansas Aircrew to Hand-Propped Aircraft

by Capt. Scott James, Arkansas Wing

FORT SMITH, Ark. – On the evening of Sept. 24, 2011, an 83rd Composite Squadron (Fort Smith) aircrew consisting of Capt. Walter Glosenger, 2nd Lt. Phil Robertson, and 2nd Lt. Jeff Wilson responded to multiple emergency locator transmitter (ELT) reports around the Mountain View airport (7M2). Using both electronic direction finders mounted in the CAP aircraft and handheld direction finders on the ground, the aircrew

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tracked the signal and eventually located its source at the Mountain Home airport (BPK).

ELTs activate when aircraft crash or experience some type of sharp impact, such as a hard landing. Under CAP's Congressionally-mandated emergency services mission, one of the tasks is to locate the origin of ELT signals after they have been detected by the Air Force Rescue Coordination Center.

In this case, the ELT signal belonged to a civilian Cessna 182. It was reported to have been involved in a ground incident caused by an attempt to start the aircraft by turning its prop by hand. The aircraft was not properly secured, rolled forward, and ended up impacting a hangar, tearing a gash in the hangar's wall. No serious injuries or death occurred.

The ELT was silenced with the assistance of 2nd Lt. Lacey Gicla of the 107th Composite Squadron based in Mountain Home. This mission was credited as the Arkansas Wing's second find of the year. 🇺🇸

Below: Crushed spinner and damaged propeller after the aircraft hit the hangar siding. *(Photo: Capt. Scott James.)*





Top: Louisiana Wing Aerospace Education Officer CAP Major David Taylor with Cadet Airman Basic Fox and Cadet Airman 1st Class Patrick Graffaglini.

Below: Mr. Michael Giroir helps Cadet Airman 1st Class Garcia prepare an egg as payload for Garcia's rocket.

(All photos: 1st Lt. John C. Wigginton)

Model Rockets and RC Planes Share the Louisiana Skies

by 1st Lt. John C. Wigginton III, CAP, Louisiana Wing

NORCO, La. – On the afternoon of Oct. 23, 2011, Civil Air Patrol cadets from the Hammond Composite Squadron, Hammond, La., and the Pontchartrain Composite Squadron, Metairie, La. launched 17 model rockets and flew model airplanes with the Spillway Remote Control Club in Norco, La. From noon until 5:00 pm, the sky had either rockets blasting off or two to three model aircraft soaring through the clear blue sky.

An extracurricular program, the CAP Model Rocket Program is designed for cadets interested in science, technology, construction and flying of model rockets. The program has three stages: Redstone,



Titan and Saturn. These are increasingly challenging steps and, upon completion of the Saturn Stage, a cadet is eligible for the official Civil Air Patrol Model Rocketry Badge. During this event, seven cadets completed all requirements and earned their Model Rocketry Badge and certificate after completing launches and recoveries.

Model rocket advisor Mr. Michael Giroir is married to Deputy Commander for Cadets CAP 2nd Lt. Robin Soroe, Pontchartrain Composite Squadron.

The Louisiana Wing Aerospace Education Officer (and Hammond Composite Squadron Commander) CAP Major David Taylor and two of his cadets were also there to earn their badges. Pontchartrain Squadron Aerospace Education Officer CAP Captain Judith Tremblay, the Deputy Commander for Cadets, volunteer rocket expert Michael Giroir, and all cadets had worked diligently for two months to reach this point.

Progressing through the three stages of written tests, hands-on building and launching their own rockets had satisfied the criteria to earn the CAP Model Rocketry Badge.

Skip Jacobs, the U.S. Army Corps of Engineers Park Ranger



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of the Spillway, authorized the use of the facility for the CAP event. Skip Jacobs is also an avid remote control pilot and member of the Spillway R. C. Club. Founded in 1972, this organization is an Academy of Model Aeronautics (AMA) Charter Member (number 979). The club has a site located at the Bonnet Carré Spillway with a grass strip runway where they can have their aircraft take off and land. These can be highly sophisticated models, ranging in cost from \$100.00 to upwards of \$5,000.00.

Jacobs coordinated with Michael Giroir who acted as the Rocket Safety Officer and Bret Perilloux, the R. C. Club Safety Officer, to ensure that there would be no conflict between rocket launches and aircraft in the air. Perilloux was one of the several R. C. flight instructors who gave formal instructions to the cadets on how to fly R. C. aircraft properly. Under their supervision, the cadets flew several types and sizes of aircraft between rocket launches.

It was non-stop excitement for the cadets as they took turns setting up their rockets, launching them, and then recovering them after descent. Using a variety of rocket designs, engine sizes and configurations there were 15 successful launches that attained altitudes from 44.1 feet to an estimated 800 feet, a figure obtained by using specialized tools and triangulation formulas worked

out by the cadets. Two launches did not succeed.

The last two launches were the most powerful. These were two-stage designs using D Class solid fuel engines in both stages. The first stage section drops off as the second stage engine ignites. The combined two-stage class D engine and rocket design could travel up to 1,100 feet. From the ground, everyone lost sight of both rockets after they had reached about 800 feet altitude. They could be seen again when they were descending under their parachutes to make perfect soft landings – with payloads intact. (Each rocket carried an egg as payload, and only one among the successful launches broke – because that rocket's parachute failed to deploy and the rocket plunged to the ground.

Michael Giroir mentors Cadet Master Sgt. Franchesca Giroir as she prepares a two stage rocket for launching.

Although neither one of the two Civil Air Patrol Squadron that participated is located in St. Charles Parish, the event had been fully supported by Parish President V. J. St. Pierre, the leadership of the Parish Emergency Operations Center, the Army Corps of Engineers and the Spillway Remote Control Club. CAP Squadron members are thankful for the generous help and support extended by St. Charles Parish. 🇺🇸





Top: Cadet Airman 1st Class Juana Fox holds one of the comfort and dignity packages that she sends to the poor in Honduras. (Photo: Cadet Sponsor Member Mary A. Fox)

New Mexico Cadet's Community Service at Home and Abroad

By Cadet Sponsor Member Mary A. Fox, CAP, New Mexico Wing

ALBUQUERQUE, N.M. — On Dec. 3, 2011, Cadet Airman 1st Class Juana R. Fox of Albuquerque Heights "Spirit" Composite Squadron participated in the Special Olympics Posole Ole Walk and fundraiser at the Anderson-Abruzzo Balloon Fiesta Museum in Albuquerque.

After having completed more than 39 hours of storefront solicitation for the squadron's Wreaths Across America Operation Thank You campaign, Cadet Fox raised more than \$150.00 by walking two laps around the museum – in 20-degree weather – to raise funds for New Mexico Special Olympic athletes.

In addition, Cadet Fox continues to work on a personal service project by sending comfort and dignity packages to the poor of Honduras. Each package contains a facecloth, a bar of soap, and a rosary. As a youngster who had to bathe in the rivers of Guatemala herself, she remembers how rare these commodities were to the poor.

Cadet Fox sent out her first 12 packages on Nov. 11. She plans on sending out 100 more in January and June of 2012, and is accepting donations towards sending more packages. 🇺🇸



Top: Oklahoma Wing Commander CAP Colonel Joe Cavett, Shawnee Composite Squadron Commander CAP Captain Craig Farrow, and guidon bearer Cadet Airman Isaiah Massey at the squadron activation ceremony.

Below: The Squadron's Color Guard (L-R) Cadet Senior Airman Nathan S. Anders, Cadet 2nd Lt. Ryker V. Lirley and Cadet Master Sergeant Jason Blanco at the CAP 70th Anniversary and Shawnee Composite Squadron reactivation ceremony.
(All photos: 2nd Lt. Barry Fogerty)

Oklahoma Wing Squadron is Activated

by 2nd Lt. Barry Fogerty, CAP, Oklahoma Wing

SHAWNEE, Okla. – November 28 was a Civil Air Patrol (CAP) night to remember for the 35 persons attending the celebration of CAP's 70th Anniversary and the Shawnee Composite Squadron reactivation held at the auditorium of the Gordon Cooper Technology Center in Shawnee.





Oklahoma Wing Commander CAP Colonel Joe Cavett (at left) spoke of CAP's value and relevance to the US military's security plan for the nation, while CAP Captain Craig Farrow, Shawnee's new Squadron Commander, gave a brief history of CAP activities during the previous 70 years, stressing the importance of teaching ethics, discipline, and strong academics – all of these things that are required of CAP cadets.

In honor of CAP's 70th anniversary, Governor Mary Fallon (at lower left) declared Dec. 7 as CAP Day in Oklahoma, while Shawnee Mayor Linda Peterson read Shawnee's proclamation recognizing the week as CAP week.

A special invitation was extended to those who had participated in CAP activities in years past. Several alumni of this select group came by to renew friendships from the past or introduce their children (or even grandchildren) to the many benefits of CAP membership.

The Shawnee Composite Squadron was formally reactivated with the Presentation of the Colors by Colonel Cavett to Captain Farrow.

The most mature active CAP Senior Member present was CAP Colonel Alpha Farrow, now 76, who was 6 years old when CAP was formed. Alpha Farrow served in the military during Korea, Vietnam and the Cold War.



Following the ceremony, refreshments were served and Isaiah and John Massey (above) were each promoted to Cadet Airman 1st Class. Their grade insignia was pinned on them by Oklahoma Wing Commander Colonel Joe Cavett and their grandfather Bill Beck. 🇺🇸



Top: Veterans and their families gathered for the Wreaths Across America remembrance ceremony.

Below: Texoma Composite Squadron members, veterans, and their guests stand as the ceremonial wreaths are placed at the memorial obelisk.

Overleaf: Cadets 2nd Lt. Payton Crawley and Mollianne Flood render honors after placing their wreaths.

(Photos: 2nd Lt. Michael Bernier)

Texoma Composite Squadron Honors Veterans

by 2nd Lt. Michael Bernier, CAP, Texas Wing

DENISON, Texas – On Saturday, December 10, 2011, cadets and senior members from the Texoma Composite Squadron joined local community members to honor veterans by participating in the annual Wreaths Across America remembrance ceremony at Cedarlawn Memorial Park in Sherman.



Final preparations began three hours before the ceremony, with members assembling at the squadron building to load and transport boxes that contained over 200 evergreen wreaths to Cedarlawn. Upon arriving at the cemetery, the solemn task of distributing the wreaths began, with members pausing at each resting place to lay a wreath

The

and pay their respects with a ceremonial salute.

The proceedings began promptly at 11 a.m. at the memorial obelisk erected at the center of the Veteran's section, with CAP 1st Lt. Timothy Wilson calling to order the squadron and assembled veterans, families, and guests. Following the posting of the colors by the squadron's Cadet Color Guard and an invocation by Chaplain Lt. Col. Robert Sholl, representatives from each of the military branches were invited to place a ceremonial wreath representing the veterans from their service in front of the memorial. Also placed was an additional wreath representing all POW/MIA service members who never returned home.

Following the ceremony, squadron members turned to the veterans in attendance and their families to offer them small thank-you cards and their personal gratitude for their service to the Nation. In return, many veterans thanked the squadron members for having taken the time to remember them during the busy holiday season.

Wreaths Across America (WAA) is a national nonprofit organization that has grown to encompass over 600 participating locations and more than 150,000 volunteers around the country. Wreaths Across America's mission is to Remember, Honor, and Teach: Remember the fallen, Honor past and current members of the



armed forces including their families who sacrifice, and Teach our children the cost of the freedoms that we enjoy daily. WAA pursues its mission with nationwide wreath-laying events during the holiday season, as well as year-round educational outreach inviting all Americans to appreciate our freedoms and the cost at which they have been secured for us. For more information about WAA, please visit www.wreathsacrossamerica.org.

Left: Wreaths placed at the Veterans' Obelisk

Below: Texoma Composite Squadron cadets who participated in the Wreaths Across America remembrance ceremony at Cedarlawn Memorial Park in Sherman, Texas.





During a Distributed Exercise in January, 2008 (L-R) Texas Wing Col. Joe R. Smith and Incident Commander Lt. Col. Owen Younger iron out last-minute details before starting the action. (Photos: Capt Arthur E. Woodgate)

Guest Editorial – November is a Special Month

by Lt. Col. Owen Younger, CAP, Texas Wing

DALLAS, Texas – I realize that it's just a historical accident that Election Day, Veteran's Day, and Thanksgiving Day all happen (in that order) during the month of November (Election Day every other November, of course), but what a magnificent confluence of events that is.

Going back to the summer of 1775, our Nation's military has followed a tradition and a mandate to preserve, protect, and defend not only our people and our republic, but also the duly elected civilian government that we've chosen to lead us. General George Washington and the Continental Army endured both the hardship of nature and the personal danger of a military campaign against the British Army – at the time the most powerful on Earth – when they had only the vaguest of dreams of what a free and independent America could be, and they rose to serve only after the Continental Congress designated that such an Army should exist.

Later, not only the Army of the United States but also the other branches of the military have set – and adhered to – the highest standards of readiness, conduct and, when necessary, sacrifice. In some parts of the world you might see a colonel or general take over the leadership of his country after a coup or after having been appointed as ruler by some committee comprised of other military (we have recently been reminded of examples), but not so in our Nation.

America's military has always existed to serve – to preserve, protect and defend. In this way we see clearly that our own military really is set apart from the rest of the world. And so it is that since General Washington's time, millions upon millions of Americans have served in order to preserve the very fact that election day can continue to happen, on time, as scheduled. Here we

see the connection between our military and the principle of self-government. The one has always existed to preserve the other.

Voting in an election is the embodiment of participative democracy; you might say that it is the quintessential act of good citizenship. American democracy is the oldest in the world - no other country on the planet shares our record of 44 peaceful changes of executive power (there have been 44 presidents) over a period of more than two centuries, as laid out in Article II of our Constitution. No other country has come even close.

But American democracy is much more than just participative self-government, it also represents a way of life – and that way of life is defended by every person who raises the right hand, enters service and puts on the uniform. The American way of life means that I'm not confined to one career or trade just because of who my parents were or what jobs they had. In America all opportunities are available to me.

My way of life means that, if I choose to, I can work toward and receive a higher education and its degree, I can create my own business, I can take ownership of my own success and future, and I can pass on those same freedoms to my children. Our way of life means that we have the individual and collective right to have each voice counted in determining the direction of our country.

This way of life, with the depth of opportunity it provides us, and even our very right to participate in our own government, was secured for us by the sweat and blood of patriots who in some cases lived and died hundreds of years before we were born. In light of that recognition, how appropriate it is that the holidays of Veteran's Day and Thanksgiving would also occur in the same month.

As the end of each year approaches, I use the opportunity that the Thanksgiving holiday provides me to reflect on all the things I'm thankful for, and in so doing I am able to tie together these three important events that happen in November. I am grateful because I have the privilege of living in a country where I can determine my own future. I live in a country where my voice counts, where I am free to speak my mind, to share my thoughts in spoken or written form, and to participate in the political process.

I live in a country where opportunities abound, limited only by my own imagination and perseverance. I live in a country where changes of political fortune do not require bloodshed. I live in a country where I am free to agree or disagree with my government while remaining a loyal citizen. And I'm able to live in this country because for over two hundred years it has been defended by the sweat and blood of patriots who stood ready during peace and war to defend everything that it has meant to be American.

For a number of years, I've tried to send a message to every veteran I know, thanking them for their service on this very important day of remembrance. For me it does not matter whether they

have served in war time or not, it only matters that I know they would have done so if called upon. For their willingness to serve, I am in their debt, and as long as my family and I are alive we will remember them all.

You are one of those veterans. Please accept my gratitude for your service. Happy Veteran's Day.

I would consider it a privilege if you could share this message with any other current or former member of our armed forces. 🇺🇸



As Commander of Group III, Texas Wing, Lt. Col. Younger pinned many promotions. Shown here in May, 2008 he congratulates Cadet Master Sgt. Stephen Corley.

My Page

Putting "Veteran" Back into Veterans Day

DRIPPING SPRINGS, Texas – The ability to communicate is a human trait and the reason why people developed languages. It is also known that human beings are not content with "things as they are" and, instead, like to change them in innovative and often imaginative ways. Linguists are in agreement that the majority of European and Western Asian languages are derived from a Proto-Indo-European (PIE) language brought into Eurasia from the Indus Valley – that today lies in Pakistan. It is almost certain that PIE is close to but not quite as we imagine it to have been, as our version is a re-created language assembled by tracing words back to their origins and comparing them across its descendent languages. Different as they are in sound and spelling, it has been established that Spanish, German, Russian, Greek and even Iranian (among many others) are related, as they are all descended from that PIE parent tongue.

Scholars theorize that PIE was spoken as a single language around 3700 BC. In the intervening 5,800 years, different people in various places started making small, cumulative changes to that PIE, and in so doing they gave birth to many divergent languages. It has not helped that writing came much later and at different times, having gone from the hard-to-decipher Egyptian hieroglyphics and middle-eastern cuneiform writing through the alphabetized interpretation of phonetics that eventually gave us our Latin European alphabet on the West and the Greek and Cyrillic alphabets on the East.

The study of this transformation is hampered by the relatively late development of written languages, so today we are dependent on Latin and Greek that left written records, that from the PIE point of view are latecomers to the game, themselves having undergone some 3,000 years of change and development from the original PIE by the time they began building their own civilization. But that's all we have. And today we marvel at how some words have changed meaning since just our most recent 2,000 years. Take, for instance, "celebrate," an English word taken directly from the Latin *celebrare*, except that the Romans gave to it the meaning of "assemble to honor, publish, sing praises of, practice often," not our latest "remember with festivities, applaud, praise, have a party."

Since the Latin *celebrare* was also applied to religious rites, and today's traditional Christian rites refer to the officiant as "the celebrant," the acceptance of Christianity as another Roman religion in 313 (when Emperor Constantine I issued his *Edict of Milan*) must have been cause for great rejoicing – especially after having endured persecution to the death for over two centuries – so that Christian *celebrations* became also joyous.

The name "Mass" for the Christian service is taken directly from the Vulgar Latin *messa* "religious service" literally "dismissal" from the Later Latin *missa* "dismissal" the feminine past participle of *mittere* "to let go, send." The concluding Latin words of the traditional Christian service are *Ite, missa est*, "Go, (the prayer) has been sent," or "Go, it is the dismissal." Interestingly, the word Christmas itself is derived from the Late Old English *Cristes maesse*, from *Christ* (in its original short-i pronunciation) + *mass*, written as one word since about the 14th century.

Through the centuries, humanity has lived through much penury. Consequently, people took advantage of every opportunity to enjoy life, family and friends. However, commerce butted in, and merchants began to make use of every gathering and feast to peddle their wares. Veterans Day and Memorial Day have fallen victim to this practice.

At the end of The Great War (that we later labeled First World War, or WWI), the Allied Powers and the Central Powers (centered in Germany) signed an Armistice on the 11th hour of the 11th day of the 11th month of 1918 in order to ensure an effective cease-fire until the final peace treaty could be drawn. It wasn't until June 28, 1919 that they signed the *Treaty of Versailles* – with terms so onerous that most historians consider it to have been the root cause of World War II, with its even greater misery and destruction.



The domestic effects of The Great War were not only economic and social but also political, to the point that Germany dissolved the Empire and declared itself a republic just two days before signing the armistice, and the German Kaiser was wise to seek refuge in The Netherlands.

Starting on Nov. 11, 1919, Armistice Day in America and Remembrance Day in Britain have commemorated yearly the agony of WWI, the costliest armed engagement until then, as it resulted in the loss of nearly 39 million lives (both military and civilian). A generation later, WWII would take 73 million, but the effect of The Great War's deaths (on both sides), having been first in history, was the most far-reaching and heavy of emotional burdens. As the intense sorrow began to abate, the ceremonies started to include parades, and with them came music. Gradually, the remembrances turned festive, the merchants saw their opportunity and staged special sales, and the day's proximity to Thanksgiving Day gave rise to American picnics and gatherings that had little to do with remembering and honoring the war dead.

Also, Armistice Day memorialized the deaths of WWI, leaving WWII and Korea without a similar day, and ignoring the many who had died since the American Revolution. Thus, in 1954, Congress changed the event's name from Armistice Day to Veterans Day, as the day was re-dedicated to honor all military veterans in the United States – who today number about 25 million. But to the merchants it was all the same. It was yet another opportunity for business.

What is a veteran, if not someone who is willing to run the risk of dying for the country, its laws and its inhabitants? What is a veteran, if not someone who devotes strength, talent and determination to the defense and protection of our way of life? What is a veteran, if not someone who is willing to pay the costly price of freedom with the precious coin of life itself, his own?

The time has come to put *Veteran* back into Veterans Day. 🇺🇸

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